

Proposed Business Access and Transit Lane on Broad Street

Westbound Between 1st and 3rd Avenues

Existing Conditions

- Major arterial serving freight, transit, autos and pedestrians
- Serves Metro routes 1,2, 13, 19, 24, 33, 15E, 17E, 18E and RapidRide D line
- 4-lane (2 lanes each direction)
- On-street parking on both sides



Current Usage of Broad Street

- Average daily traffic: 5,500 to 7,000 vehicles
- Peak traffic: 400 – 500 vehicles
- Peak hour bus trips: over 30
- Existing parking spaces: 30
- Average parking utilization: 60%



Current Challenges

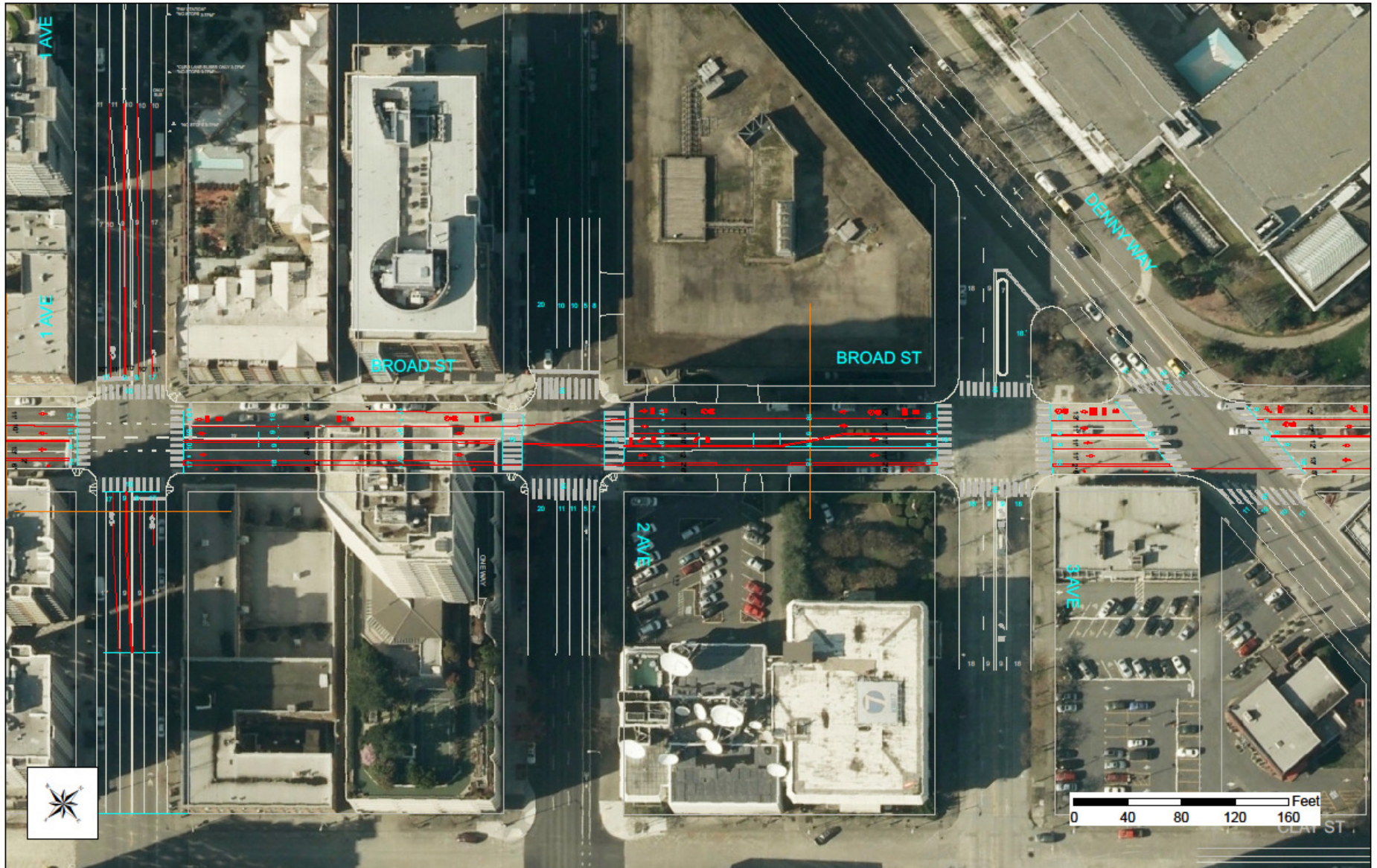
- Frequent delays for transit
- Not enough room for northbound turn at Broad Street and 1st Avenue
- Need for bike lane
- Lanes are not wide enough for freight vehicles





Proposed Changes to Broad Street

- Install one westbound Business Access and Transit (BAT lane) on Broad Street between 1st and 3rd Avenues
- Install a 5-ft eastbound bike lane
- Install left-turn pockets at 2nd and Broad and 3rd and Broad
- Remove parking (total: 24 spaces)
 - Between 1st and 2nd (south side only – 6 spaces)
 - Between 2nd and 3rd (both sides - 13 spaces)
 - 1st Avenue (west side north of Broad Street – 5 spaces)
- Widen eastbound general purpose lane (12 ft)
- Remove bus stops on Broad Street





Next Steps

- Conduct public outreach (Dec. – Jan)
- Refine design plans (Jan 2013)
- Develop final recommendation to City Traffic Engineer (Jan. 2013)